

SAILING DIRECTIONS CORRECTIONS

PUB 126 **6 Ed 2002** **LAST NM 39/04**
Page 258—Lines 23/L to 37/R; read:

Depths—Limitations.—The main channel to the commercial port is Sokehs Passage. The channel is intricate, but marked by buoys, beacons, and lights. Shoals protrude inside the buoyed channel, but these shoals are located at the channel entrance and can be easily avoided, since the channel width at this point is more than sufficient. The controlling depth in the channel is 10m, referenced to LLW.

Pohnpei Passage, about 1.5 miles E of Sokehs Passage, leading to Langer Road, is about 0.2 mile wide between the 10m curves. It has a least charted depth of 7.5m, but general depths are much greater. The inner channel, leading to a small unused pier on the NE side of Not Point, is intricate and requires local knowledge. The commercial pier on the SW side of Dekehtik is 280m long, with a depth of 10m alongside. A turning basin is situated W of the dock. It has a radius of 463m.

Aspect.—Tolap Peak, the summit of Sokehs Island, has a precipitous E side. Peipalap, a peak shaped like a lion's head, stands near the NE end of the same island. A fixed aeronautical warning light, shown from the peak, is useful for navigation. Tamatamansakir, 586m high and prominent, is located 3 miles S of Tolap Peak.

Sankaku Mountain, located about 3.8 miles S of Not Point, has the appearance of a symmetrical cone when viewed from the N. Upon nearing Pohnpei, the settlement of Kolonia appears to stand at the base of the mountain.

Dekehtik is a low island with dense mangroves to seaward. The Pohnpei International Airport is situated on this island, with the E-W runway situated approximately in the middle of the island. The commercial port facility is situated about 0.3 mile S of the runway at the beginning of a causeway which connects Dekehtik with Pohnpei. Four oil tanks stand about 90m E of the commercial wharf.

A rock, 2.4m high and conspicuous, stands on the barrier reef, about 2 miles NE of Pohnpei Passage.

Langar, an island of volcanic rock, lies on the E fringe of Langer Road. The summit is flat and the upper part of the island is covered with vegetation. Clumps of coconut palms and breadfruit trees cover all parts of the island. The shores of the island are fringed by mangroves.

The pier situated at Not Point is no longer used as a commercial facility; it was reported (1995) to be 335m long, with a depth of 9.1m alongside. The pier's warehouse and a 20m high windmill on top are prominent landmarks.

A disused lighthouse stands on the reef on the W side of Pohnpei Passage.

Sapwtik, an island 40m high and covered with coconut palms, is connected to the N end of Langar by a drying reef.

Pilotage.—A licensed pilot is available. The pilot boat will meet the ship approximately 1 mile off the entrance of Sokehs Passage. Pilotage services must be requested by radio in advance.

Anchorage.—The best anchorage is in Langer Road, in 49m, taking care to avoid the unmarked shoals. It was reported that anchorage inside Sokehs Passage, about 0.5

mile NNE of Toletik Point, has good holding ground with little influence from the wind or current.

Vessels anchoring inside Sokehs Passage must ensure not to obscure the leading lights shown seaward.

The lagoon NE of Sapwtik provides anchorage space for large vessels. It is fully exposed to the NE trades, but the barrier reef offers protection from seas and swells. Scattered shoals and reefs, some of which are marked by buoys or beacons, are found in the lagoon.

Directions.—Sokehs Passage is marked by leading lights fitted on two dayboards, painted black and white vertical stripes, in line bearing 145°.

Caution.—Caution is advised as numerous uncharted coral heads are known to exist within the waters of the island.

Langer Road may be used for emergency anchorages, but local knowledge is recommended.

Prevailing heavy rain frequently obscures navigational marks.

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Page 262—Lines 37 to 55/L; read:

10.19 Moen (7°26'N., 151°50'E.) (World Port Index No. 56600) is a small harbor located in Uola Roads, on the W side of Moen Island. It is a first port of entry. There is a concrete pier, 92m long, dredged to a depth of 7.3m on the W side. The SE side of the pier is 99m long and is reported to have a depth of 8.5m alongside. A channel and turning basin, both dredged to a depth of 8.5m, are situated W of the pier. Caution is advised as the channel is unmarked. Although the reefs to the N and S of the channel are readily identifiable during unfavorable winds, a single-screw vessel without assistance might experience difficulty backing out from the SE side of the pier due to the closeness of the reef to the S.

An active airfield with scheduled airline service lies on the NW side of the island. Landing aircraft make their approach from the SW and vessels should avoid anchoring in their flight path. A radio antenna is situated at the S end of the airstrip. A prominent tower stands near the airfield on the N side of the island. A beacon is situated on Pisiras Island, about 1.5 miles NW of the airport.

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